



No. 5

January 15, 2003

H.J.Res. 2 – Omnibus Appropriations Bill, FY 2003: Department of Transportation & Related Agencies Appropriations

Calendar No. 1

H.J.Res. 2 was passed by the House on January 8, 2003, and is now pending on the Senate Calendar. This bill is slated to serve as the vehicle for all 11 of the yet-unsigned FY 2003 appropriations bills.

NOTEWORTHY

Note: The funding bills are before the Senate with no written reports. All information contained in this Notice comes from the Appropriations Committee as conveyed to us on or before 1/15/03.

- The Transportation funding bill language will be introduced as part of a substitute (along with the other 10 yet-to-be-signed FY03 funding bills) to H.J.Res. 2 when the Senate turns to that bill. The bill will be amendable, but it is hoped that a unanimous consent agreement limiting amendments will be reached.
- The bill language makes available a total of \$64.6 billion in appropriations and obligation limitations for transportation programs and projects for FY03. This total is \$8.5 billion more than the President's budget request and \$5.02 billion more than the FY02 enacted level.
- On July 26, 2002, the Senate Appropriations Committee reported S. 2808, the FY03 Transportation and Related Agencies Appropriations Bill by a unanimous vote, but the bill never came before the full Senate prior to sine die adjournment. The House also did not act on a transportation appropriations bill. Since the start of the new fiscal year last October, transportation programs have been funded under a series of continuing resolutions, the most recent of which is set to expire on January 31, 2003.
- The 11 remaining FY03 appropriations bills (only Defense and Military Construction were signed) will come before the Senate with smaller funding levels than were in the bills as reported by the Appropriations Committee last year. This is to comport the total FY03 federal

discretionary spending level to \$750.5 billion, the level agreed to by President Bush and Congressional appropriators last year. (The Defense and Mil Con bills amount to \$365.3 billion of that total.)

HIGHLIGHTS

- Of the \$64.6 billion made available in the Senate bill, there is \$22.17 billion in new budget (obligational) authority, and \$41.58 billion in estimated obligation limits on contract authority for items such as trust-funded programs for Federal-aid highways, for mass transit, and for airport development grants.
- The recommendation provides an obligation ceiling for the Federal-aid Highway Program of \$31.8 billion. This level effectively restores \$8.6 billion in highway funds that the Administration proposed cutting for FY03 to keep it in line with the reduction in funds available from gasoline tax collections.
- The recommendation fully funds essential functions of the newly created Department of Homeland Security (DHS), including \$5.3 billion for the new Transportation Security Administration and \$6 billion for the Coast Guard.
- Amtrak is funded at \$826.5 million, 58 percent more than the budget request, but the same as last year including supplemental appropriations.
- The recommendation does not accept any of the Administration's proposals for new user fees for the transportation industry, including \$165 million on Coast Guard users, \$59 million on the railroad industry, and \$6 million on transporters of hazardous materials.

Title I: Department of Transportation Program Funding Levels

The Senate bill provides for the following funding levels under the Department of Transportation:

- **Office of the Secretary** — \$181.6 million (FY02 enacted — \$155.1 million).
- **Transportation Security Administration** — \$5.3 billion, the level requested by the Administration. Of this total, the bill provides \$124 million for the procurement of certified explosive detection systems to screen all checked baggage and \$250 million for installation of these machines at our

nation's airports. Also, the Committee has provided \$100 million for port security grants.

- **Coast Guard** — A program level of \$6 billion is recommended for operating expenses, capital acquisitions, research, retired pay, reserve training, and boat safety, an increase of about \$800 million, or 15 percent, above the FY 2002 enacted level. The bill provides \$480 million for the Integrated Deepwater System (IDS).
- **Federal Aviation Administration** — \$13.5 billion in total budgetary resources (FY02 enacted — \$13.51 billion). FAA operations (\$7.05 billion); facilities and equipment (\$2.98 billion); research (\$124 million); and an Airport Improvement level of \$3.1 billion, an increase of \$1.3 billion above last year. The Committee provides \$307.7 million to modernize the FAA's navigation and landing aids systems (\$57.9 million more than the President's budget request).
- **Federal Highway Administration** — \$31.8 billion in total budgetary resources (FY02 enacted \$33.08 billion) for the federal highway program. The Committee recommendation rejects the \$8.6 billion cut that would have been required under the Transportation Equity Act for the 21st Century.
- **Federal Motor Carrier Safety Administration** — \$304.5 million for the Federal Motor Carrier Safety Administration (FY02 enacted — \$315.9 million). This Department of Transportation agency, which was created in 1999, administers the motor carrier safety grants program formerly housed within the Federal Highway Administration.
- **National Highway Traffic Safety Administration** — \$440 million for NHTSA operations and research, and highway safety grants to states (FY02 enacted — \$423.26 million). The Committee provides an additional \$16.7 million over the President's budget request. Bill language is included to extend the authority for States to use traffic safety grants (\$20 million is set aside) to continue the public service message program that was started in FY02. The recommendation also includes \$10 million for mobilizations to apprehend drunk drivers.
- **Federal Railroad Administration** — \$1.049 billion for railroad safety and operations, research, high-speed rail programs, and Amtrak. The funding included in the bill is \$273.8 million above the Administration's request. This level of funding includes \$826.5 million for Amtrak — \$305 million above the requested level; the same as FY02, including supplemental appropriations. This figure also includes \$30 million for research and development on the Next Generation High-Speed Rail program and \$118.3 million for railroad safety and operations.
- **Federal Transit Administration** — \$7.2 billion for formula grants, research, capital discretionary transit programs, job access and administrative expenses. This amount is \$453 million above FY02 enacted level.
- **Saint Lawrence Seaway Development Corporation** — \$13.3 million (FY02 enacted — \$13.3 million).
- **Research and Special Programs Administration** — \$107.8 million for hazardous materials transportation safety programs, research, and pipeline safety programs (FY02 enacted — \$98.2

million).

- **Office of Inspector General** — \$57.4 million for transportation-related audits and investigations (FY02 enacted — \$51.9 million).
- **Surface Transportation Board** — \$19.5 million, of which \$1 million is to be recovered by already established offsetting collections (FY02 enacted — \$17.5 million).
- **National Transportation Safety Board** — \$72.5 million, (FY02 enacted — \$68 million). The Committee recommendation is \$2 million more than the President's budget request.

Title II: Related Agencies

- **Architectural and Transportation Barriers Compliance Board** — \$5.1 million (FY02 enacted — \$5 million).

ADMINISTRATION POSITION

No statement of Administration policy was available at press time, but one is anticipated. Once issued, it will be posted on the Office of Management and Budget's website:
<http://www.whitehouse.gov/omb/legislative/sap/index.html>.

POSSIBLE AMENDMENTS

No amendments to this bill language were known at press time.

Staff Contact: Jason Thomas 224-1409

